

effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD. –

Compliance: Required as indicated, unless accomplished previously. –

To prevent structural failure, accomplish the following: –

(a) Except as provided for by paragraph (b) of this AD, prior to reaching the incorporation thresholds listed in Part II of Fokker Report Number SE-278, "F27 Aging Aircraft Project—Final Document," Issue 3, dated February 1, 1993 (hereinafter referred to as the "Fokker Report"), accomplish the structural modifications listed in Part II of the Fokker Report.

Note 2: Compliance in accordance with Fokker Service Bulletin F27/57-68, Revision 1, dated May 17, 1993, constitutes compliance with Fokker Service Bulletin F27/57-68, dated July 17, 1992, which is referenced in the Fokker Report. –

Note 3: The modifications required by this paragraph do not terminate the inspection requirements of any other AD unless that AD specifies that any such modification constitutes terminating action for that inspection requirement.

(b) For airplanes that have accumulated 30,000 total landings or more as of the threshold specified in Fokker Service Bulletin F27/57-68, Revision 1, dated May 17, 1993, referenced in the Fokker Report: The incorporation threshold for accomplishing the structural modification may be extended to January 1, 1996, if an x-ray inspection of the stringers at stations 11260, 12660, and 13460 is performed in accordance with Part 2 of Fokker Service Bulletin F27/57-68, Revision 1, dated May 17, 1993, at the time specified in either paragraph (b)(1) or (b)(2) of this AD, as applicable. If cracking is detected, prior to further flight, repair in accordance with paragraph 1.D.(1)(c) of the service bulletin. –

(1) For airplanes on which the inspections of the top skin of stringers 4 through 7 are currently being performed in accordance with Part 2 of Fokker Service Bulletin F27/57-68, Revision 1, dated May 17, 1993: Within 4,000 landings from the immediately preceding inspection. –

(2) For airplanes on which the inspections of the top skin of stringers 4 through 7 are not currently being performed in accordance with Part 2 of Fokker Service Bulletin F27/57-68, Revision 1, dated May 17, 1993:

Within 2 months after the effective date of this AD, –

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished. –

(e) The structural modifications shall be done in accordance with Fokker Report Number SE-278, "F27 Aging Aircraft Project—Final Document," Issue 3, dated February 1, 1993, which contains the following list of effective pages:–

Page number—	Revision level shown on page—	Date shown on page
1–3, II.3	3	February 1, 1993.
4–7, I.2–I.14	2	February 1, 1993.
I.1, I.15, I.16, II.1, II.2, II.4, III.1, III.2	1	May 3, 1991.
APPENDIX A		
APP. A–1	2	February 1, 1993.
APPENDIX B		
1–13	2	February 1, 1993.
APPENDIX C		
1	Original (These pages are not dated)	September 27, 1990.
2–5–		
APPENDIX D		
1–5–	Original	February 1, 1993.
APPENDIX E		
“Structural Maintenance Program Guidelines. . .”	Original	May 22, 1991.–
“Structural Maintenance Program Task. . .”		May 22, 1991.
Table of Contents		May 22, 1991.
1–17		May 22, 1991.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fokker Aircraft USA, Inc., 1199 North Fairfax Street, Alexandria, Virginia 22314. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North

Capitol Street, NW., suite 700, Washington, DC.–

(f) This amendment becomes effective on February 3, 1995.

Issued in Renton, Washington, on December 19, 1994.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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